

# JAGUAR

NORTH QUEENSLAND



REGISTER



ATHERTON TABLELANDS

JUNE 2006

## 2006 COMING EVENTS

Wed 7 June	<b>Meeting at BP Truckstop, Cluden</b>	7:30pm
Sun 11 June	<b>Sunday Run departing McDonald's (Willows)</b>	3:15pm
Sun 18 June	<b>ALL BRITISH DAY</b>	10:00am – 3:00pm
Wed 7 July	<b>Meeting at BP Truckstop, Cluden</b>	7:30pm
Sun 9 July	<b>Sunday Run departing McDonald's (Willows)</b>	3:15pm
Sat 22/Sun 23 July	<b>BOWEN WEEKEND</b>	
Wed 7 August	<b>Meeting at BP Truckstop, Cluden</b>	7:30pm
Sun 11 August	<b>Sunday Run departing McDonald's (Willows)</b>	3:15pm
Sat 26/Sun 27 August	<b>CRAIG'S YACHT CRUISE</b>	
Wed 7 September	<b>Meeting at BP Truckstop, Cluden</b>	7:30pm
Sun 11 September	<b>Sunday Run departing McDonald's (Willows)</b>	3:15pm
Sat 23/Sun 24 Sept.	<b>MISSION BEACH WEEKEND</b>	

## CONTACT INFORMATION:

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## MEETING – WEDNESDAY 7 JUNE 2006

Meeting opened 7:30pm

Richard Dixon; Joe Pannia, Kevin Fitz Gerald.

### **APOLOGIES:**


Alan Collins, Michael Fitz gerald

### **MINUTES:**

The minutes of the previous meeting held on 3 May 2006, having been previously distributed, were taken as read and were confirmed.


Richard Dixon / Joe Pannia

### **BUSINESS ARISING:**


 **All British Day.** See General Business below.

### **CORRESPONDENCE:**

#### **INWARDS:**

 Invitation to Ministerial Community Forum (Dept. of Communities)

#### **OUTWARDS:**

 Email to Bulletin (Karla Pincott) re ABD

Joe Pannia / Kevin Fitz Gerald

### **TREASURER'S REPORT:**

Closing balance was \$947.96 with a \$100 cheque still outstanding.


Joe Pannia / Kevin Fitz Gerald


### **GENERAL BUSINESS:**


#### **All British Day Sunday 18 June 2006**


 All going to plan – it looks like it will be a successful day.....


 Placing cars in Cotters markets Sunday before (Joe Pannia organising);

 A4 flyers organised and distributed;

 Joe organising Sandwich board signs for Ross River Road median;

 Hanging sign to be located and strung up week before ABD

 Townsville Photographic Society (Kevin Fleming) once again expressed his interest and detailed how he was helping promote the day – Thanks Kevin!;

 Joe has contacted the owners of the Dennis fire engines. Only the privately owned one is available

Meeting closed 8:30pm

# JUNE 2006 NEWSLETTER

## ATHERTON TABLELANDS

Story: Craig Scholz. Photos: Joe Pannia & Jan Fels

A “Quoll-ity” Adventure in Atherton  
Or  
Marsupial Mayhem

G'day Jag Lovers. It's time for the monthly Jaguar story...so get comfy and make sure your Milo is hot because here we go....and no interruptions. On a fine and sunny Friday morning...not so very long ago, a group of Jaguar loving, plonk loving, food loving and as we've found out...snooker loving, very nice people met at the Garbutt RAAF base.



There was Reg and Jan in the charcoal XJS, Joe and Chris in the X300 Sovereign and Kevin and myself in the Daimler Vanden Plas. Virginia wagged it but she did have a note from her horse. After the usual chit chat and when we'd finished bemoaning the fact that Richard and Debbie couldn't join us, we fired up the Big Cats and headed north. Our destination was the Barron Valley Hotel in Atherton, which is the official club base for our Tablelands weekends.

On the way we stopped for a very enjoyable lunch at Port Hinchinbrook Marina, before continuing on to be greeted by the devastation of Cyclone Larry. More than enough has been said and written about poor Innisfail and all I will add is that we were bloody lucky the cyclone didn't hit Townsville.

Once comfortably settled into the Barron Valley, local members Dick, Ann, Jim, Elma and Dave joined us in the Saloon Bar for pre-dinner drinkies. It was then that I found out that John and Monika couldn't make it. The word was that Monika's arthritis was very bad. If I've told you once Monika, I've told you a thousand times.... at your age, you've got to give up bull riding and rodeos. We all hope you are very much better, very soon.

After a huge dinner and a few more sherbets, the survivors headed up to Room 21. For those in the know, you sneak through Room 21 to get to the Billiard Room. Room 21 is always made up but so far there's never been anyone in bed as we've trooped through. A very enjoyable couple of hours were then spent with the boys showing the girls how badly they play pool and the girls, yes... you Jan, telling the boys how bloody hopeless we are.



Saturday morning dawned crisp and chilly. After the usual DIY continental breakfast, we all trooped down to the car park. Reg lifted up the bonnet of the XJS and lo' and behold, there was a Quoll curled up in the valley of the V12. It's the first Quoll I've ever seen and he/she wasn't too keen about being so rudely awoken. Things got decidedly worse when Reg tried to shoo it away with his custom



made, solid timber, detachable, hand operated bonnet strut. You and I would call it a stick. The Quoll dived down the front of the engine bay and wedged itself between the fender, the radiator and the air-conditioning condenser. The Quoll decided that was as far as it was going. It took Joe and I about 45 minutes with sticks and a pair of gloves to extricate the spotted, smelly, big toothed, piddling, savage little bugger. It was then secured in a cardboard box and taken to the local vet.

Later feedback indicated that it was in robust health apart from a bit of mange and apparently none the worse for wear. It was prescribed a course of anti-biotics and sent to the wild life carer's home for savage, Jaguar loving Quolls.



Reg kept insisting that he only lifted the bonnet to check the oil....but we know that he was really checking how lunch was going. When he realised that we had seen the Quoll, he had no choice but to shoo it away. Reg is

obviously a devotee of the Jack Absalom School of Bush Cookery. However, it appears he waggled the first couple of classes. Reg missed the bit about having to kill, clean and shove an onion up the bum of his prey, before setting it to cook on the engine manifolds. For the rest of the day, Reg kept alluding to how much he likes the smell of burning Quoll in the mornings.

After the excitement of the hunt and having lifted the bonnet of every Jag in sight, we headed off to the Yungaburra markets. After a lap or two and a cup of coffee, I was over it, but everyone else had a good time. I must admit they were the best and most interesting markets I have ever been to. Kevin staggered back to the Daimler loaded with so much fruit and vegetables, he cost me 2 mpg for the rest of the trip.



With the produce loaded, the Daimler groaned away with sagging springs. Next stop was Jim and Elma's dairy farm for a cracker of a BBQ lunch. When I got out of the car, it seemed different. I soon realised that the magnificent view was courtesy of Cyclone Larry blowing Jim's farm shed to Alice Springs. When you re-build Jim, don't put the shed in the same place...you'll do yourself out of about \$50,000 worth of view. A pleasant surprise was the unexpected arrival of Harvey and Kay, in their beautiful 1989 white XJS. Hopefully they will become members. After

the great lunch and a long chat, it was back to the Barron Valley for a kindy nap before dinner. We would all like to thank Jim, Elma, Dick and Ann for the great hospitality, the great lunch...and the great view.

On Sunday morning, when we went down to the car-park, we found a beautiful red 1962 Mark 10 belonging to Earl. Earl had been on a drive around Atherton with his elderly parents when he saw all the Jags. After admiring the car and getting to know





Earl and his parents, we all followed Dick and Ann to the Jacques Coffee Plantation at Mareeba, of course, not before engaging in the now regulation Quoll hunt. I wasn't all that excited about a coffee plantation....seen one, etc etc...but I was looking forward to a decent cup of coffee. Didn't I get a surprise...not about the coffee but about the plantation also being a micro-light airfield and flying school. I might be a cripple but I had a

double-shot flat white in my hand and a flight booked before most of the others had even got out of the car-park. Elma and Earl's mum also lined up to play Biggles. What a buzz...while everyone else was watching videos and fondling coffee beans, I was at 2,000 ft doing stalls and turns and swooping down to strafe the cane fields. It's re-kindled my old love of micro-lights and I am now determined to get my licence. Thanks Dick.

After the regulation photo shoot in the plantation car-park, we again followed Dick and Ann to the Heritage Museum. It was here that Anthony caught up to us in his blue 1961 Mark 2. The poor bugger had driven from Cairns and had been chasing us all around Atherton and Mareeba before he finally caught us at the museum....just as the Townsville mob were heading back. We'll see you at the All British Day, Anthony, and we'll make it up to you on the Cairns/Port Douglas trip.



The trip home was punctuated by coffee at Port Hinchinbrook and a guided tour of "Mr Barracuda", trying to convince Joe that he won't have to swim ashore to powder his nose during the club trip on August 26th-27th.

Our next wild weekend is Cairns/Port Douglas in July....come one, come all.

## WHY THE XK IS SO CRUCIAL TO JAGUARS SURVIVAL

27 May 2006

Paul Gover, The Daily Telegraph



Saviour: Jaguar hopes the XK model can save the ailing company, dubbed "The English Patient"

The new Jaguar XK sports car is the key to the revival of the company, says the man who used the Ford Territory to put the blue oval brand back on the map in Australia. Geoff Polites plans to do a "Territory" with the XK coupe and convertible, using them to prove the potential at Jaguar and also to generate cash and credibility for other new models.

Jaguar will bring the XK twins to Australia in the next couple of months and they will be followed by the supercharged XK-R performance flagship, which is about to be unveiled in the UK, then the second-generation S-Type mid-sized sedan.

Polites, who is now chief executive of Jaguar Land Rover in Britain following his time as Ford Australia president, believes the sports cars are much more than just a flag-waver for his company.

"Every new car is important to every company. This one is important to us because it's the first step in the revitalisation of the Jaguar brand," Polites says. "It's not going to change the fortunes of Jaguar single-handed, but it is an important step. It's a 10,000 to 13,000 volume vehicle over its lifespan."

Polites once said during his time at Ford Australia that running Jaguar was his dream job and says that is still true, even though the company is deeply in the red and struggling despite cash and backing from its Ford owners. "The English newspapers refer to Jaguar as 'The English Patient'. The bottom line is Jaguar has lost money for a number of years and our job is to turn it around," Polites says. "There was a strategy in place when I came and specifically my job is to implement that. And I'm not deviating from that.

"Everything in this business is a function of product and cost and people. We have some very good people working to get that done, so it gets you down to product and cost. You cannot save yourself into a profit or get yourself to a profit with a product where the costs are out of control."

Polites says there is good potential at Jaguar, but it is taking a lot of hard work to develop products and lift quality. "Jaguar is at the bottom of the cycle so we've got to work it up," he says.

He points to the XK sporties, and their business case, as laying foundations and setting directions.

"Quite clearly it makes money, so the business case revolves around that car making money and then the ones that follow doing the same thing," he says.

He is cagey about future models, particularly the S-Type because it has taken so much flak in Britain.

There has been discussion about everything from the original S-Type's retro styling to the potential for an aluminium body and the amount of component sharing with cars in the Ford family. Polites will, at least, admit the general timing of the S-Type after the XK-R.

"We haven't flagged anything about what that might look like, or contain, or when it will come," he says. "When I got here the strategy was well and truly laid out, so I picked it up and ran with it.

"The car is going to be steel.

I'm very comfortable with the design direction."

### DAIMLER UPDATE

Story: Craig Scholz

G'day Jag Lovers. After our Mackay run last month and the Atherton run this month, I can now report on the results of the conversions in more detail. As you know, my beloved 1981 Daimler Double Six Vanden Plas (the old girl) has received a few upgrades over recent times, designed to increase her life expectancy, performance and driveability.



She now sports a TH 700 transmission, an Autronics SM2 ECU, a multi-flow air-conditioning condenser and a 2.5" stainless steel Growler air induction system.

TH 700 transmission. It is now as smooth and precise as the old TH 400. However, being a 4 speed with over-drive, it has reduced the cruising RPM by 26%. This has contributed to my overall fuel savings.

Conclusion: Thoroughly recommend, although I wouldn't pull out a good working TH 400 just for the sake of it. The most important factor with this conversion is to source an experienced and competent specialist. Unfortunately, you will not find one in Townsville.

Multi-flow (parallel) air conditioning condenser. It has made a huge difference to the cooling capacity of the Jaguar air conditioner. It now copes more than adequately with the NQ heat and humidity.

Conclusion: Thoroughly recommend.

Growler air induction system. They look really good and because they take up less room than the original system, there is more room around the engine for air to circulate, thereby assisting the engine to cool down faster. However, I still lift the bonnet when I get home. Rubber, plastics and prolonged heat saturation don't mix. The extra air being



fed into the engine provides a noticeable increase in power, which I am yet to quantify on a dyno.

Conclusion: Thoroughly recommend. Have them made locally. You will get an excellent product for about 30% of the cost of a US import. They do increase the amount of induction noise, hence the “Growl”, but it is not excessive or unpleasant and would definitely suit an XJS.

Autronics SM2 ECU: This is the bee’s knees. Being state-of-the-art and totally adaptive, there is almost no tuning variation it cannot handle. The software is being continually re-written and up-dated. It has made a huge difference to the performance of the V12 and has provided reliability and better economy. Once tuned, unless you vary the air/fuel parameters, you can forget about it.

Conclusion: If your priority is reliability and driveability over originality, this is a must do conversion. The only downside is that the SM2 cannot replicate the legendary smoothness of idle that V12s are famous for. However, this is about to be rectified with a software up-date and the fitting of an Idle Air Control valve. This will also further improve the economy and I expect to smash the magical (for me), 20 mpg barrier.

The Mackay trip demonstrated that the conversions were definitely worth the time and money. There are demonstrable improvements in power, performance, driveability and economy. Only time will tell about the expected reliability. An added bonus is that the upgrades are largely responsible for the re-kindled love affair between Virginia and the old girl. Virginia drove from Bowen to Eungella and I was only able to prise her out of the driver’s seat because hunger got the better of her.

So Jag Lovers, if any of you want to inject new life into your Big Cats and further enhance the Jaguar driving experience, these upgrades are certainly worth considering.

### CLASSIFIEDS:

These classifieds are free to advertise and items don’t have to be Jaguar related. Ring or email Richard to have your items inserted in next months issue. Photos are welcome for inclusion too.

**For Sale:**     **Daimler MkII 1964.** Contact Don 0407244825

**Wanted:**     Items for these classifieds

Stories and other items for this newsletter.





Marque

SPORTS CAR REGISTER NORTH QUEENSLAND Inc.

# ALL BRITISH DAY

## FREE ENTRY

to a display of British vehicles and machinery



**Cathedral School**  
(cnr Ross River Rd & Thompson St, Mundinburra)

**Sunday 18 June 2006**

**10am – 3pm**



Owners interested in displaying vehicles or machinery should contact the Townsville Jaguar Drivers' Club after hours on 4789 3672 or 4778 3144 (or just turn up on the day).